

TEATRO COLON.

OPERA ITALIANA.

13^a. función de la 4^a. temporada.
Miercoles, 10 del corriente, 1866.
LINDA DE CHAMOUNIX.
A las 8.

Teatro Franco-Argentino

BOUFFES PARISIENS.

Juñi 11 October, 1866.
Representación Extraordinaria.
ORPHEE AUX ENFERS.
Opérette en 4 actos. Musique d'Offenbach.
On commencera à 8 h.
Nota.—MM. Los Abonados a este teatro, que se han suscritos para el presente, son los que han de ir a ver la representación de este teatro el día de la representación a las 8 horas.

Subscription to the "Standard,"
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ADVERTISEMENTS
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three times for \$5.

TO CORRESPONDENTS.

No notice can be taken of anonymous communications. Whatever is intended for insertion must be authenticated by the name and address of the writer; not necessarily for publication, but as a guarantee of good faith.

The Standard.

"All that is new, all that is good, all that is true."

WEDNESDAY, OCTOBER 10, 1866.

THE WAR IN THE NORTH.

TOTAL CHANGE IN THE CAMPAIGN.

OCTAVIANO, TAMANDARÉ AND POLIDORO.

The news per Cúruze has completely changed the aspect of the campaign. All the great Brazilian officers and commanders are packing up. Minister Octaviano is already on his way down; his successor is expected here in the packet to-morrow, as also the new Commander-in-Chief of the Brazilians, Sr. Ferraz. Such unlooked-for and sweeping changes have of course taken us all by surprise. Mattos says that the whole allied army is about to go up the Paraná and move north. The plain fact of the matter is, therefore, that the war is drawing to a close. Lopez, if he could build a golden bridge to facilitate the departure of the allied army, ought to be at once constructing it, as the evacuation of Paraguayan territory by the allies will be no small feather in his cap. The squadron is at the same place. The river is low, and the damage done to the monitors at the attack on Curupaiti, although not thought much about here, will take months to repair. The Commander-in-Chief is still at Tuyuti, and we hear nothing as to his intended movements, but in this universal hejira the most sensible thing by far is to give Paunero the command and return to Buenos Ayres. Admiral Tamandaré will be succeeded by our gallant countryman, Admiral Parker.

The Paraguayans have remained quiet since the attack on Curupaiti. It seems they also lost heavily, and recruiting in the most distant parts is again, we hear, going on.

The wounded and sick in Corrientes and Itapiru are well cared and receive every attention, and unless there is another fight there is no necessity of sending down any more to Buenos Ayres. At every bend in the River Paraná there are vessels aground. Some are badly stuck and cannot be got off before February or March, when the Andine snows melt.

SINBAD'S DESPATCH.

Corrientes, Oct. 5th.

Gentlemen,
We reached the Paraná in 50 hours from your port, during which time it was one continued storm. At the Paraná we were detained two days waiting our turn to get a supply of coal the storm still raging. We finally arrived here on the 1st. On our way we passed an English brig aground near San Pedro, a little distance above San Nicolas, the Argentine steamer Roca is also badly grounded. At Rosario were at anchor the steamers Gualeguay and Buenos Ayres two Dutch brigantines and a Brazilian brig as well as four square rigged vessels at the railway landing. At the Paraná is the English brig Kangaroo deep loaded bound up waiting for the rise of the river to proceed on her voyage. Here we found the Brazilian and Argentine steamers Imperatrice and Uruguay, the first with troops bound up, the other was going down in ballast; both were coaling. The Danish brig Flensbourg discharging. While here the Danish schooner Nordcap loaded with hay and maize arrived, which vessel we take in tow. At La Paz are four Dutch vessels, two of which are loaded with horses. At Paso San Juan there is another Dutch vessel; all apparently waiting the rise of the river, as the wind was fair when we passed, still they showed no signs of moving. Near the Esquina we pass the Brazilian transports San José and Princesa, one with troops bound up. The Princessa had left Corrientes many days since with invalids and had grounded, after a long detention had got afloat and was now on her way down. At Yaguareté pass a lugger and polacre aground. Opposite Bella Vista passed the Dutch brig Gertrude at anchor. Hence to Corrientes pass the Brazilian steam transport San Miguel, Spanish barque Amalia, and

Danish brig Eliza, all bound down. On our way here we took no account of the numerous river craft; they were seen in every reach, in many instances aground; those bound upwards invariably deep loaded. Here are twelve sea going steamers, three of which are embarking invalids. The Admiral's ship Amazona, the gunboats Merim and Lindoya, and the French gunboat Decidé are also here; all complain of the great scarcity of coal; in fact, in more than one instance, there are those that cannot move for the want of it. Long ere this reaches you will be apprised of what took place at the storming of Curupaiti. As usual, what occurred there has filled the hospitals here with wounded. Both parties fought with bravery. The large number of those placed 'hors de combat' attest the fact. Let it suffice to say that the allies this time sought the fight and were repulsed, leaving the enemy master of the battle ground. The Brazilian troops under the command of Polidoro occupy the left bank of the river Curuzú—the General has his headquarters on board of a transport. The Argentines have returned to the encampment at Yatay-ti; it is said to take up their summer quarters at that place. As respects any offensive movement, little now can be done until fresh forces are brought forward, which cannot be accomplished in a moment. The ironclads and gunboats are at anchor a reach below Curupaiti. To all appearances there will be no more fighting for the present, unless provoked by some mad attack of Lopez. Till now the allies have shown a lamentable want of knowledge of topography of the country they are invading. You cannot too often recommend the Gran Chaco as the only road to reach the open firm ground, where they can combat with their enemies even-handed. In the last attack the allies had to contend against fearful odds. The Revolution! Benítez has completely altered the face of affairs here. People are afraid of each other, and well they may be so, when twelve men and two boys were sufficient to take forcible possession and keep it for hours, of a Capital containing 15,000 souls. General Cáceres is here to keep the peace, in the meantime our Governor has gone to Goya. Colonel Pinedo (an officer of 46 years standing in the Argentine service) has been removed from his post as Captain of the Port. Colonel Alsogaray, of your city, is his successor. The Post-master, Dn. Manuel Mallo, and some others are in danger for being complicated with Benítez. The Brazilian Minister Octaviano leaves this on the 6th for Rio. Warm weather has set in; the health of the city is not very satisfactory; the place is as filthy as ever. In conclusion I have to tender my poor thanks to Captain Connell, of the Cosmos, for his politeness to me on the passage here.

SINBAD.

Tuyuti, Oct. 4, 1866.

Gentlemen,
By last mail I wrote you a few lines letting you know more or less what had happened after we had left the camp, from which I now write. When we left this sandy place we did not expect to return to it so soon, and much less without first having taken the enemy's strongholds in Curupaiti. Yesterday evening we were ordered to be ready to march; when I say we, I mean the 1st corps, for I must tell you that for the last four or five days our troop of the 2nd corps have been leaving Curuzú for this place, by one, two, and even sometimes three battalions; but when it came to the 1st corps we all left together. The troops embarked about eight o'clock in the morning, and were all here by six in the evening, having disembarked at the laguna Pirey, which is less than a league from this place. This afternoon, after we had left, we heard some heavy firing in that direction. We left Port Alegre there with about 8,000 or 10,000 men, so if the Paraguayans attack him they will have their hands full.

The fleet is just where it was when I last wrote, and where it has been for the last month. The doctors in Corrientes have shown very little ability in their last operations: one in particular, which was the amputation of the arm, in the case of Capt. Nicolovich, and where the operation lasted so long, and the artery so badly ligatured, that the patient died from hemorrhage. The general health of the army is good—only some bilious dysentery, which yields easily to treatment. We are expecting some 10,000 or 15,000 Brazilian reinforcements, and we hear Urquiza also sends us a large contingent. No attack is anticipated for a month to come. The troops are in good spirits.

Yours, as ever,

MILTON.

The following interesting correspondence we extract from the *Nacion Argentina*:

Corrientes, Sept. 28th, 1866.

Although nothing of great moment has occurred since my last by the Libey, I avail myself now of the sailing of the Rio de la Plata to send you another line. There is much bruited here about immediate operations, but I pay no attention to these reports,

which only emanate from parties who do not take into account the enormous preparations necessary for a successful attack. It is sincerely to be hoped that the public will not anticipate events, but quietly await the steady march of affairs, when we will be enabled to fall with all our might on the enemy and ensure success. The allied commanders are quite competent of judging of their own strength, the forces of the enemy, etc., and their honor and lives are our best guarantee. All the Argentine troops remaining in Curuzú are now on the move for Tuyuti—already the Buenos Ayrean division have arrived there. The Commander-in-Chief is still in Curuzú with the rest of his men. A friend of mine just arrived from the squadron assures me that two days since a council of war was held on board the Apa; Polidoro came specially from Tuyuti to attend; what passed on the occasion is kept a profound secret, and I rejoice it should be so. Lopez's wily agents are now outwitted, and these precautionary measures will leave no ground for the numerous absurd rumors which have hitherto attended all our movements; at the same time it will save many of our loyal citizens from becoming the target of ill-founded suspicion, and now when we hear of a dispute in the council no one believes it, and I attribute it to Paraguayan ingenuity.

Many steamers have been despatched to Rosario for horses. Our loss in the attack on Curupaiti is not so heavy as was supposed, and on the day after the fight many turned up who were reported dead. I have just seen a letter from a reliable source which says that the number of shells thrown by the squadron into Curupaiti on the 22nd ult. amounted to 2,843.

The ironclads Bahia, Barroso, Brazil, and Tamandaré have suffered severely; the monitor Lima Barros did not sustain much injury though her gallant commander has been slightly wounded. Ere yesterday some steamers arrived here with Brazilian troops, I do not know the exact number, but suppose there may be in all some 600 or 800 men.

No more news now.
Yours,
MANUEL ANTONIO MATOS.

Corrientes, Oct. 6th, 1866.

Yesterday I sent you all the news by the Eponina; I have now to add only very little, nevertheless I do not hesitate to say that should my anticipations prove correct I am actually communicating to you the most transcendentally important items that have yet transpired in this campaign. I need not here remind you of my invariable principle, never to clothe in ambiguous expressions my authentic communications but frankly to avow same regardless of the consequences, as the present however are but the prevailing rumours you must excuse me for not stating any thing positive and take them for what they are worth.—They say—that "we are about to have a great change in the texture of the war"—that "the troops in Curuzú are about to embark and take up their summer quarters at a point directly opposite"—that "the army is about to quit Tuyuti and ascend for some distance the banks of the Paraná." Besides these and of infinitely greater importance is the return to Rio of Minister Octaviano, Tamandaré and one of the Brazilian Generals, as I said before I cannot positively assert anything, but I have heard these mentioned in some of the first circles and I am inclined to attach some weight to them.

The amalgamation of the two Brazilian armies is not surprising it has long been desired, the late losses have rendered it imperative. The return of Octaviano is no less probable since notwithstanding ill health he has fulfilled his duty with the greatest energy, and of Tamandaré it may be said, could the Admiral think of remaining in command when there were not wanting many of the supporters of the alliance to accuse him? The Viscount has only acted as the honor of a soldier required; believing that he could conscientiously do his duty he could ill brook the attacks of his enemies, on laying his resignation before his Government, he says—

"Although satisfied of having done my duty I now resign being desirous that Your Majesty's service should suffer nothing from the malignant attack of my personal enemies." The Admiral's words have found echo in the fleet where he is much respected.

To-day I leave for Curuzú where I will be enabled to let you know positively the true state of things.

Mattos.

THE LAYING OF THE CABLE

ON BOARD THE IRON KING.

Balizas, Oct. 9th, 5.30 a.m.
Here we laid up in distress, having broken one of our piston-rods a few minutes after weighing anchor last night. As usual with all enterprises of importance a number of unlooked-for obstacles have sprung up on all sides. On Monday morning the Iron King was not ready at the appointed hour, and it blew so hard that the start was

postponed till the afternoon. At 4 p.m. we were all on the beach, and could see the Iron King getting up steam; when suddenly Mr. Felsted arrived from Colonia in the Veloz with Mr. Petty the Pilot: they had been unable to put down the buoys as H.M. gunboat Dotoré could not give all the assistance that was required. Mr. Petty had to go down to Montevideo to meet the packet, but consented to send Mr. Straw in his place, provided H.B.M. Consul requested him to remain with the telegraph expedition to complete his work with the buoys. Mr. Straw lived out near Wilk's quinta, and we had to send a coach for him, while Mr. Coghlan went in search of the Consul. Neither could be found in time before the steamer left for Montevideo, and Mr. Petty had to leave us to shift for ourselves. At 6 p.m. Mr. Straw arrived and we arranged the programme of proceedings, viz., that we should proceed in the Iron King to the Corriente Henrietta, and the Castor, Capt. Davis, should start next morning with the pilot and launches to meet us at Ensenada.

It seems the engineers of the Iron King were changed a few days ago, and the new ones, Frenchmen, did not well understand the working of the engines, or something was loose in the machinery. We had not proceeded a mile when we heard something start, and a few minutes after we cast anchor here. Luckily the captain had some mutton chops and eggs on board, for we had eaten nothing since 8 a.m.

Mr. Hughes has resolved to proceed with the Castor, taking the bark with the cable in tow, and we hope we have now got through the last of our difficulties. The operation will probably take two or three days, as the buoys have first to be laid down, and the shore-end of the cable, 5 miles, will give much trouble, the water being so shallow near Ensenada.

6.45 a.m.

Mr. Felsted having gone ashore last night to advise Capt. Davis of our mishap, the Castor (with launches in tow) is now bearing down on us to take us to the bark in the outer roads and then tow us all down to Ensenada. If the Iron King can get all right by this evening, so as to reach Ensenada to-morrow by 9 a.m. she will still be of much service.

The expedition consists of—
Mr. John Hughes, representative of the Co.
Mr. Oldham, superintendent engineer.
Mr. Felsted, contractor's engineer.
Mr. Coghlan, C.E.
Mr. Smith, assistant engineer.
Mr. Hill, head mechanic.
Mr. Straw, pilot.
Capt. Lobb, of the Cornelia Henrietta.
Mr. Vick, head landsman.
Capt. Davis, of the Castor.
Mr. M. G. Mulhall, of the *Standard*.
The Castor will proceed first to Ensenada, then cross over to Colonia, and lay down the buoys. To-morrow we shall probably finish laying the shore end, and on Thursday pay out the rest of the cable.

7 a.m.

The Castor is alongside, with Messrs. Coghlan and Felsted aboard.

EDITOR'S TABLE.

The laying of the cable was the event of the day yesterday. Strange to say, no other paper is represented on the occasion save the *Standard*. Our brother editor's despatch from the roads will inform our readers of how the cable party passed the night on board; it is not the most pleasant place to get a night's lodging, and though the despatch says nothing about any of the party being sea-sick, still, to judge the document as it stands, there seems to have been very little conviviality on board.—"The night before the cable was stretched" seems to have been a very quiet one.

The news from headquarters, per *Cajabe*, thrilled the city yesterday: a complete change of tactics—Tamandaré, Polidoro, Port Alegre, and even Octaviano, are all going home; and the whole allied army, according to *Matos*, is about to leave the Estero Ballaco, cross the river, and march up the Paraná—to what exact spot they are bound cannot be ascertained yet, but we suppose some place about the Tranquera Loreto. Sinbad, in his private letter to us, says that the mistake about Curupaiti was that the allies thought it mounted only 10 guns, but when they got up to the fosses it was discovered that it had no less than 60. Sinbad is now at Curuzú, and states that the heat is something awful; *Paraná* hats, with very wide leaf, are as much looked for as Cardiff coal.

Our colleague the *Tribuna* was filled yesterday with the funeral orations over the dead bodies of young Paz and Sarmiento, made by Minister Arce, Illandera, Sr. Quirino, Sr. Paz, Sr. Nazar, Dr. Santiago Estrada, Sr. Gorostiaga, and Dr. Hector Varela. Gen. Nazar, in the name of the National Government, made the first speech at Col. Charlone's funeral, and Sr. Pezzi also made a powerful oration in Italian. Never before have there been such funerals in Buenos Ayres—half the city apparently having gone to mourning. Pleading as it must be to the friends of the deceased officers to witness such demonstrations of respect and sorrow, still we believe they are being carried

out far; although we all deplore the loss of such a number of promising young men, yet it is idle to perpetuate the gloomy feeling by such unprecedented lugubrious demonstrations.

At last we received our mails from Montevideo. The *Tevere*, in her last trip down, smashed up some of her machinery, and she lies in the harbour of Montevideo undergoing repairs. Yesterday she also had mails from the Pacific. From the *Panama Star* we learn of several shipwrecks on the coast, as also the death of Mr. Matthew, son of the newly accredited English Minister to the Argentine Republic.

The Arno is expected in the morning. Mr. Petty, the renowned pilot, left on Monday night for Montevideo to meet her, so we suppose we may look for our supplements on the molehead early to-morrow morning. The news per Arno from Rio is looked for with the greatest anxiety, as many anticipate a change of ministry, and many other equally important events.

Minister Octaviano should arrive in town to-day; he leaves at once for Rio, and Baron Pinedo, who has just come out from England with Baron Mana, will take his place; both Barons are expected in the packet. No greater instance of the uncertainty of human events do we know of than that which is exemplified in the return of Sr. Octaviano: he left here some months ago with the determination not to return until after the fall of Humaita, and no man worked harder or persevered more unyieldingly to bring about that happy consummation; but he was doomed to dire disappointment, and great political lessons are to be had by the experience of this distinguished Brazilian counsellor. Yesterday it was authoritatively stated that the evacuation of Paraguayan territory by the allies would lead to an immediate peace; every one in Buenos Ayres hopes so.

Dr. Biedma has returned from the army; he has been away ever since the commencement of the campaign, and has suffered innumerable hardships. We welcome him back to B. Ayres.

Captain Hunter's far-famed steamer, the *Guarani*, will leave for Corrientes on Thursday. We understand that Minister Costa and several of the Congressmen will take their passage in her. She is completely repaired, splendidly fitted, and is one of the nicest boats in the river.

It is currently reported that Sr. Riestra has offered to purchase for the National Government two monitors, adapted for the River Plate. We should say, by all means the Minister ought to avail himself of Sr. Riestra's offer; as the Argentine marine is the humblest in South America. The Governor of Corrientes is making a tour through his province. He came down in the Rio la Plata, as far as Goya, bringing with him a very powerful band of music.

The Captain of the Port in Corrientes has been removed, and Colonel Alzogaray has been named to succeed him. Owing to the immense trade in Corrientes at present, the post of Port Captain is a very important one.

At the elections of the Club Progreso on last Saturday, our friends, Dn. J. A. Fernandes and Dn. E. Madero, were named "suplentes." The hospital question seems at last about being settled. The Vice-President of the Republic and Sr. Castro have been up to the Retiro and inspect the accommodation. The hospital in Calle Belgrano, we hear, is exclusively for Brazilians.

The undignified ridicule heaped upon the members of Congress, at the closing of the last session, has been passed in silence by our departing legislators. Public opinion was never more unanimous than on this question; and it is humiliating to think that the first Chambers in the country should be held up to such scorn by men of every political shade. We think it is the duty of some member of Congress to come forward and rescue the house of which he is a member from the abuse of contemporaries, and by publishing a list of the business of the session, satisfy the public that Congress has done something. When the lawgivers of a country, instead of commanding respect, are ridiculed and laughed at, it is not difficult to suppose that the law should be violated. There must be respect before there is obedience, and we confess we regret to see the members of Congress leaving by every steamer for their native homes without condescending to rebut the very serious charges made against them.

The Municipality has just named a commission to inspect a new water scheme, which has been laid before them. We believe it is every way probable the project of Mr. Haedo will ultimately be carried out.

Mr. Linsky, the "wizard of the north," is now performing at Colonia. We hear so much about him, that we have no doubt he will draw crowded houses.

Those few believers in the great cotton future of this Republic, will learn with pleasure that Mr. Livingston and Mr. Jacobs are making small plantations at their lovely country villas near the Lomas de Zamora,

Yesterday the proposed amortisation of the National Bonds took place. In pursuance of a second notice, published to that effect, the cause of the delay was simply owing to the absence of one of the committee men.

We notice that the steamer *Villa del Salto* took up some Oriental troops to Paysandú and Salto, which troops will be stationed in those towns. We are happy to say, however, that there is no very urgent necessity for any very strong force in any of the Uruguay towns.

On next Monday Mr. Billinghurst will sell 1,500 fine mestiza sheep, at his auction mart in Calle Potosi. The sheep are of good quality, and at present on Mr. Riddell's estancia. It is a favorable opportunity for parties who think of investing in sheep.

On next Wednesday Mr. Serua, the auctioneer, will sell, by order of the court, two 'suertes' of estancia, situated in the Partido de Azul. The legal value put upon the land is \$150,000 the 'suerte,' and the lowest bid that can be accepted two-thirds of this amount.

Owing to the vigorous reprisals, the lottery ticket sellers find it rather difficult to dispose of any tickets save those of Buenos Ayres; and, strange to say, the tickets most saleable at present are those of Santa Fé and Montevideo. This is caused generally because the large prizes fall to parties well known in this city.

The great number of private carriages which attended the funerals of Messrs. Sarmiento and Paz was much noticed; but most of the carriages were empty.

The *Spitfire* sailed from Montevideo on Tuesday last to join Admiral Ramsay at Rio, leaving the *Spider* as senior officer's ship in the river. The *Triton*, *Linnet*, and *Gleaner*, with the American war steamers *Kansas*, *Wasp*, and *Shamokin*, are now at Montevideo. The English schooner *Affor*, of London, with a general cargo, was wrecked on the English Bank on Thursday last. Her crew were saved, but the ship and cargo lost. The *Dottorelli* is assisting in laying the telegraphic cable.

LATEST FROM MONTEVIDEO.

NO STEAMERS FOR BUENOS AYRES.

BRAZILIAN WAR MINISTER COMING.

Montevideo, Oct. 8, 1866.
Owing to the *Tevere* having something wrong with her machinery, and Bustamante having no very special news to send to the *Tribuna*, I have found it impossible to send you a line with all the news down here. We get papers and mails from Buenos Ayres almost every day, and you get news from us once a week; this is what you call Irish reciprocity. There is much said in certain circles about the *Standard* having declined to publish a squib about the lost *Oriental*: the original was seen here before sent up; there was nothing wrong in it, and *Standard* himself could not object to it. People here feel the loss of the *Oriental* more than you do in Buenos Ayres, and it is very questionable if another steamer will be sent out, although the Americans say that there are two more steamers ready to leave Boston.

The Curupaiti affair has convinced us all here that General Flores was the only man of brains at the allied camp; he told General Mitre and Octaviano that they would get licked; and when the affair was over, instead of roasting his men into fried beefsteaks at the Bellaco, he took the boat for Montevideo and came down here with them. This was a sensible good move, and shows that the old man has lost none of his energy. When he arrived at his own house a crowd pressed in to see him. I heard what he told his wife and friends! I believe he spoke nothing but the truth, so your friends who pass the day on the molehead & on top of the rooms looking for the steamer to bring the news of another victory are all fast asleep.

The Brazilian Minister of War, Sr. Ferraz, is expected here in the packet; he comes to replace your countryman, Mr. Paul Doran, who, if what I hear is true, will be court-martialed.

Governor Flores is the earliest riser in this city, long before daylight he starts out for the Coridon and Union road to see what the Junta are doing, and how the streets are getting along. You want a man like this in Buenos Ayres. None of your old *Ozonas*, the Governor goes the round of the town every morning at 4 o'clock, and some Englishmen coming home from a party mistook H. E. the other day for a sereno.

For the last few days the whole town has been alarmed about the news of the wrecks, &c. At the *Oriental* and the *Rooms* I heard on Thursday last that Mr. C. T. Getting was wrecked; the news spread like wild fire; people bewailed the loss of so distinguished a River Plate merchant. At last it was leaked out that Mr. Getting was all right, but *Offa* was gone. Poor *Offa* was in everyone's mouth; he was well known to us all. The blunder was perplexing. The schooner and not the man *Offa*, was lost. Two, three, four steamers at once despatched; in fact, some did not even wait for tidings, but got up steam. Salvage in the distance and in the hurry of getting on almost ran down Richard Wilson's *Rompe*

On Saturday night I heard that the Hotel *Oriental* was at last finished, and that the proprietors were about to give a grand celebration dinner, at which your agent would be present. The *Oriental* is the best hotel in the Plate; there is no hotel in Buenos Ayres to be at all compared to it. The charges are moderate, and the value the very best to be had in South America.

Of course you have heard that the Elegate Governor, Sr. Vidal, has retired, and General Flores resumed the reins of power. Sr. Vidal, during his time of office, was much respected by all parties; he is a good practical man, and had the best interests of the country at heart. On Friday the Governor took his place at the Government house. Since the beginning of last week there have been constant rumours of 'montoneras' in the camp, but I believe they are mere 'bolas.' The new postage law, although trifling, is regarded as a tax, and I hear at the Post-office that there are a whole lot of 'Standarders' lying there directed to the officers of the gunboats; there is nobody to pay the postage for your gallant friends. You ought to write to Sprunck about this.

ORIENTAL.

THE PANAMA MAIL.

MADAME ANNA SHIPWRECKED.

Yesterday we received our West Coast exchanges, and take the following from the *Panama Star and Herald*:
Wreck of the bark *Libelle*: The Hong Kong Press, of May 31st gives the particulars of the wreck of the bark 'Libelle' referred to in the above letter. The 'Libelle' was cleared from San Francisco on 23d January last by Macdonald & Co. At Honolulu the 'Libelle' took on board Madame Anna Bishop and party, and sailed thence direct for Hong Kong. All the treasure, amounting to \$93,943, was saved, and buried by the Captain on the island. The crew and passengers were all saved.

The Bremen bark 'Libelle,' under the command of Captain Tobias, on the passage from San Francisco to Hong Kong, with a cargo valued at over \$300,000, was cast away on the 4th of March, on an uninhabited and dangerous reef called Wake Island. The passengers and crew remained on board during the night, the sea breaking fearfully over the wreck all the while, and landed with difficulty through the breakers the following day. After an ineffectual search for water for three weeks, and much privation, it became imperative to take to the boats and endeavor to reach the nearest habitable island, friendly disposed to defenceless shipwrecked people.

Several days were spent in finding a suitable and safe point for departure, the breakers encircling the island, which appeared to be about 20 miles in circumference.

Taking such provisions and water as were saved from the wreck, the passengers were transferred to the ship's long boat, in charge of the first mate, the captain preferring his gig; and on the 27th March, both boats sailed for the *Ladrone* or *Mariana* Island.

Twenty-two persons with provisions in an open boat but 22 feet in length, to undertake a voyage of 1,400 miles, subject to equinoctial storms, calms and a tropical sun and short rations, and an ocean studded with hidden rocks and coral reefs gave but poor hope of arriving at a port with life.

The Captain, with 8 persons, in a boat of 30 feet in length, leaving at the same time, has not been heard from, and unless picked up by some chance vessel must have been swamped, as a heavy ocean sea was met shortly after leaving the island. This, it is said, was the third vessel the captain was so unfortunate as to lose within a few years.

Among the passengers were Mme. Anna Bishop, Miss Phelan, M. Schultz, and Charles Lascelles, of the English Opera Troupe, and Eugene M. Van Reed, of Kanagawa.

The ship 'Silas Greenman,' 50 days from Hong Kong, arrived at San Francisco on July 25th.

Hou. W. M. Rennie is appointed Acting Colonial Secretary for Hong Kong. The schooner 'Yeddo' was destroyed by fire, off the Java coast, on the 16th of April. A mutiny had previously occurred, and 10 men had been flogged and put in irons. The chiefmate, one apprentice, and 140 emigrants were lost.

The British ship 'Danmarch,' from London to Hong Kong, stranded on the Yeddo Bank on the 30th of May. It is not known whether the crew were saved or not.

The expedition against the pirates on the west coast, by the *Albatross* and *Thetis*, had been very successful. On arriving atanton, the pirates

particulars may be had of their Agents, throughout the Colonies, Messrs. JAMES and FREDERICK HOWARD, 10, Abchurch Lane, London, E.C. 4.

Liverpool Office:—A. Cheesman,
Liverpool Office:—19, Seaport Road,
W. 1, 11.

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